

Practitioner's Docket No. 115699-31

PATENT

## IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re application of: James W. Forbes

Application No.: 09/804,050

Group No.: 3617

Filed: 03/12/2001

Examiner: Olsen, Lars A.

For: DROPPED DECK CENTER BEAM RAILROAD CAR

Commissioner for Patents  
Washington, D.C. 20231

FAX RECEIVED

SEP 12 2002

GROUP 3600

## AMENDMENT TRANSMITTAL

- Transmitted herewith is an amendment for this application.

## STATUS

- Applicant is other than a small entity.

## EXTENSION OF TERM

- The proceedings herein are for a patent application and the provisions of 37 C.F.R. 1.136 apply. Applicant believes that no extension of term is required. However, this conditional petition is being made to provide for the possibility that applicant has inadvertently overlooked the need for a petition for extension of time.

## FEE FOR CLAIMS

## CERTIFICATION UNDER 37 C.F.R. §§ 1.8(a) and 1.10\*

(When using Express Mail, the Express Mail label number is mandatory;  
Express Mail certification is optional.)

I hereby certify that, on the date shown below, this correspondence is being:

## MAILING

G deposited with the United States Postal Service in an envelope addressed to the Commissioner for Patents, Washington D.C. 20231

37 C.F.R. § 1.8(a)

37 C.F.R. § 1.10\*

G with sufficient postage as first class mail.

G as "Express Mail Post Office to Addressee"

Mailing Label No. \_\_\_\_\_ (mandatory)

## TRANSMISSION

☒ facsimile transmitted to the Patent and Trademark Office, (703) 308-3519

Date:

12 Sept. 2002

Signature

STEPHEN L GRANT

(type or print name of person certifying)

\* Only the date of filing (' 1.6) will be the date used in a patent term adjustment calculation, although the date on any certificate of mailing or transmission under ' 1.8 continues to be taken into account in determining timeliness. See ' 1.703(f). Consider "Express Mail Post Office to Addressee" (' 1.10) or facsimile transmission (' 1.6(d)) for the reply to be accorded the earliest possible filing date for patent term adjustment calculations.

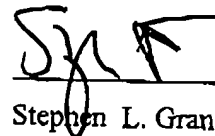
4. The fee for claims (37 C.F.R. 1.16(b)-(d)) has been calculated as shown below:

	(Col. 1)	(Col. 2)	(Col. 3)	OTHER THAN A SMALL ENTITY			
	CLAIMS REMAINING AFTER AMENDMENT	HIGHEST NO. PREVIOUSLY PAID FOR	PRESENT EXTRA	RATE	ADDIT. FEE		
TOTAL	36	- 48	= 0	x \$ 18.00	= \$	0.00	
INDEP.	3	- 4	= 0	x \$ 84.00	= \$	0.00	
FIRST PRESENTATION OF MULTIPLE DEP. CLAIM				+ \$ 0.00	= \$	0.00	
				TOTAL ADDIT. FEE	\$	0.00	

No additional fee for claims is required.

#### FEE DEFICIENCY

5. An additional extension and/or fee is required, charge Account No. 15-0450.
- An additional fee for claims is required, charge Account No. 15-0450.



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Attorney's Docket 115699-31**IN THE UNITED STATES PATENT AND TRADEMARK OFFICE**Applicant: ForbesExaminer: Olsen, Lars A.Ser. No.: 09/804,050Art Group: 3617Title: DROPPED DECK CENTER BEAM RAILROAD CARFiled: 12 March 2001Date: 12 September 2002**DRAFT RESPONSE AFTER FINAL REJECTION**

1) This letter is responsive to the Examiner's Office Action, made Final, of August 5, 2002.

2) Amendments to the Disclosure

None at this time.

3) Amendments to the Claims

Please cancel claims 2 - 10 and 46 - 48, without bias or prejudice, subject to the filing of a continued prosecution thereupon.

Please amend Claim 31 to read as follows:

21/31. (Twice amended) A center beam rail road car comprising:  
a deck structure carried by rail car trucks, said deck structure having first and second end portions and a medial portion lying between said first and second end portions, said medial portion being stepped downward relative to said end portions;  
first and second end bulkheads extending upwardly from opposite ends of said deck structure;  
a central beam assembly running lengthwise along said rail road car between said bulkheads, said beam assembly standing upwardly of said deck structure;  
a center sill running along said deck structure;  
said first end portion of said deck structure having a first end deck sheet;  
said center sill having a first center sill end portion, said center sill end portion having an upper flange and a pair of spaced apart webs extending downwardly from said